ANOTHER SHIP GOING TO HAVANA. THE GUNBOAT NASHVILLE LIKELY TO BE SE-LECTED.

Washington, Feb. 21.-The Navy Department has not yet determined definitely which warship shall replace the Maine in Havana Harbor, although it has determined that as a matter of policy another ship must be sent there. The hoice lies between the cruiser Montgomery. low on her way from San Domingo to Key West, and the gunboat Nashville, now at Galveston participating in the Mardi Gras festival. It is said that the Nashville probably will be selected, as the Montgomery is just returning from a cruise in the West Indies, including two Cuban ports, and has also seen hard service in

BOMB AMONG THE MASQUERADERS. EXPLODED AT A BALL IN A THEATRE IN HA-VANA-SEVERAL PERSONS HURT.

Havana, Feb. 21.-At about midnight last night, while a masquerade ball was in progress at the Irijoa Theatre, a bomb was exploded on the second floor, destroying window blinds and the roof, and wounding a lawyer named Pou and his father, and slightly injuring two other persons. The explosion caused great confusion, and many of the masqueraders abandoned the theatre. Others, however, continued dancine

CONDITION OF THE WOUNDED. A STATEMENT PREPARED AT THE BUREAU OF

Washington, Feb. 21.-Commander Hawley, of the Bureau of Navigation of the Navy Department, has prepared the following statement in regard to the survivors of the Maine, to which is added a list of the men recovered from the wreck who subsequently died in hospitals: UNINJURED.

Present location. Key West. Havana; with Capt. Sigebee. Key West. AWO FIRSANION Key West.
BULLOCK C H Havana: W
HARRIS WESTMORE KOY West.
KUSHIDA KATSUSABURO Key West.
LANSEN FIZDER KOY West.
LANSEN FIZDER KOY WEST.
ANAHAN MICHAEL KOY WEST.
MICHAELSEN FETTER KEY WEST.
MICHAELSEN FETTER KEY WEST.
MICHAELSEN FATTER KEY WEST.
TOPPIN JANIEL G REV WEST.
TURPIN JOHN H KEY WEST.
WILLIS ALONZO KEY WEST.
WILLIS ALONZO KEY WEST.
MARTHONY W HAVANGE ANTHONY W
GALPIN CHARLES P KEY WEST.
LUTZ JOSEPH KEY WEST. FIRSANION

Key West.
Now West.
Now West.
Now West.
Now West.
Now West. BERGMAN, CHARLES...

RISTIANOLULI, GEORGE.
VID. GEORGE.
VESSLER, GUSTAV J.
RCKIN, THOMAS J.
RCKIN, THOMAS J.
RCKIN, THOMAS J.
RCKIN, MICHAEL. ALBERG ALFRED.

AM, AMBROSE

EERBERT, JOHN.

EERNESS ALFRED B.

EEFFRON, JOHN.

HOLZER, PREDERICK C.

HUTCHINGS, ROBERT.

OHNSON, ALFRED.

CANE, FOSSEPH H.

KOERELER, GEORGE W.

OAD, JOHN B.

WCANN, HARRY.

MYAIR, WILLIAM

TACK, THOMAS. MAAR WILLIAM

MATTISEN WILLIAM

MATTISEN EDWARD

PANCK JOHN H

"LICHER CHARLES S.

UCHARDS WALTER E. RICHARDS. WALTER E. Key West slightly.
RAU, ARTHUR. Key West slightly.
RAU, ARTHUR. Key West slightly.
ROWE, JAMES. Key West favorable.
SCHWARTZ. GEORGE. Key West slightly.
FHEA, IEREMIAH. Havana, favorable.
THOMPSON, WILLIAM H. Key West, slightly.
TACKLE HARRY. Key West, slightly.
WILLIAMS, JAMES. Key West, slightly.
WILLIAMS, HENRY. Ecy West, slightly.
WILLIAMS, HENRY. Ecy West, slightly.
WILBIR, HENNAMIN R. Key West, favorable.
WEBER, MARTIN V. Havana; favorable.
WEBER, MARTIN V. Havana; favorable.
WHITE, JOHN. Key West, favorable.
COFFEE, JOHN. Key West, favorable.
GERMAND, C. V. Rey West; slightly.
LOFTUS PAUL. Havana; convelescent.
WEDEVITT WILLIAM. Key West slightly.

SURVIVORS AT KEY WEST DOING WELL ADMIRAL SICARD NEGOTIATING FOR THE WRECKING TUG RIGHT ARM

PAUL Havana; convalescent TT WILLIAM Key West; slightly, NESS, WILLIAM Key West; favorable.

RICKSON, ANDREW V. Died in hospital at Havana IOLLAND, ALFRED J. Died in hospital at Havana ECTSON, HARRY Died in hospital at Havana MITH CARL A. Died in hospital at Havana

DIED IN HOSPITALS.

Marine Hospital are doing nicely to-day.

The torpedo-boat Ericseon sailed this morning for the Tortugae, with mail, etc., for the warships Admiral Sicard is negotiating with the Merritt Wrecking Company for the services of the tug Right Arm, which arrived here yesterday to tow a leaking vessel north.

PARTY OF CUBANS REACH JAMAICA. GENERAL MORLOT, TWO OFFICERS AND THIR-TEEN MEN ARRIVE IN AN OPEN BOAT.

Mineston Jamaica Feb. 21 -General Lacret Morlot, accompanied by two officers and thirteen men. arrived at Rio Bueno, this island, from Cuba yesterday afternoon, in an open boat. The party is quarantined.

WAR NEWS IN MADRID FROM AMERICA. Madrid, Feb. 21.-An official agency says: "The 'Imparcial' publishes a dispatch, for which it must assume full responsibility, as it does not accord with the relations actually known to exist between the Spanish and American governments. It is dated from New-York and reads:

'Great military preparations are being made. The ports are being reinforced. Three hundred artilery-men have been sent to Sandy Hook and the Naval Reserves have been ordered to hold themselves in readiness. The gun-cotton and smokeless powder factories are working night and day, and It is generally believed that a great crisis in the relations between the United States and Spain is imminent."

TO FILL VACANCIES IN THE NAVY. ORDERS ISSUED FOR THE ENLISTMENT OF ABOUT

Washington, Feb. 21.-Steps have been taken by the Navy Department to fill the vacancles caused by the loss of most of the Maine crew. The legal quota is now about three hundred short, and arrangements have been made for the immediate enlistment of that number of men. Telegraphic orders have been sent to the recruiting officers in charge of the receiving ships at New-York, Philadelphia and Norfolk, authorizing them to make the enlist-

ments immediately.

There will be no difficulty whatever in securing these men, as there are applications on file far in excess of the requirements of the Navy for some plies with the recommendations of the Department for an increase of a thousand men. ters and telegrams have been received at the Department from individuals asking to be enlisted im-mediately. These enlistments are in addition to those previously authorized to complete the crews of the monitors Puritan and Terror, and the dis-patch-boat Dolphin. In each case it was specified that the recruits about be citizens of the United

RESPONSIBILITY OF SPAIN. NOT LIABLE IF A FANATIC OR AN ACCIDENT EX-

PLODED A MINE. Chicago, Feb. 21.-The question of responsibility in case the loss of the Maine was due to a mine in the harbor of Havana, and was the work of a fanatic, or an accident, has become a subject of discussion among lawyers. International law is a matter largely of precedent, and a mine explosion in a fertified harbor in time of peace has no precedent. All unite in saying that if such an even by design it would be cause for war. No less an authority than Robert T. Lincoln, Secretary of War under Presidents Garfield and Arthur, and former Minister to England, is positive that in case of accident, or it the mine was exploded by a Spanish fanatic, Spain would not be burdened

with any legal responsibility. slightest liability attach to Spain. Assuming a mine exploded by a fanatic or by accident, that would be the end of the affair. Giving international law the widest latitude, and stretching precedents to their limit, there would be no liability against the Government of Spain. It is an elementary principle of international law that a government is in no way responsible for the acts of

Colgate & Co.'s INDEPENDENT INVESTIGATION OF THE **VIORIS**

private citizens. If it were not so, complications would be arising continually which would keep nations in a turmoil and arbitrating continually. "It is another primary principle that no nation is responsible for accidents. As to the right of a nation to fortify its harbor as it sees fit, there cannot be the slightest doubt. This right is a conceded one, and is exercised by all nations. Whenever a versel, therefore, enters the harbor of a foreign Power it is with notice of such defences, and with an assumption of the chances they involve. It would not do to say that one nation is bound to give the ship of another nation information as to where and how its harbor defences are arranged, and the result of such a rule would be obvious. In entering the harbor of Havana, the Maine did so with full knowledge that it was a fortified harbor, and took all the chances of accident or of the acts which might be done by those for whom Spain is not responsible."

CRISIS COMING IN CUBA.

SPAIN'S EMBARRASSMENTS MULTIPLY.

RESULTS THAT WILL POLIOW THE MAINE IN-QUIRY FROM THE POINT OF VIEW OF HAVANA-WEYLER A MISCHIEF-MAKER

[BT TELEGRAPH TO THE TRIBUNE.] Havana, Feb. 20, via Key West, Feb. 21 .-Embarrassments for Spain multiply. If she emerges from the shadow of the Maine disaster by proving that to have been due to an accident, the opportunity to accept the good offices of the United States might be embraced with advantage to herself before it is too late. The possibility of the United States being compelled to take stern action has forced an understanding of the conditions under which Spanish sovereignty in Cuba is now maintained. In any case, Blanco will still have the knowledge that the Spanish Intraesigente classes on the island are determined to overthrow the Ministry which is sustaining the figment of autonomy. Moreover, they are acting in secret with a section of the Intransigentes in Spain. Should it be established conclusively that the destruction of the Maine was due to a plot, and Spain seeks to make the reparation which would be demanded by the United States, a revolution will undoubtedly be attempted by the volunteers, and perhaps a part of the army may join them.

POSSIBLE RESULTS OF THE SITUATION

The only restraining influence is the Spanish property-holding class, and the power of its members to restrain an avalanche may doubted. If this condition arises, the aid of the United States will be the only means by which the authorities can maintain public order. If that aid is not given, it must be followed by the restoration of peace throughout the island, and that can only be done by treating with the insurgents on some other basis than autonomy, so far as the Intransigentes are considered. The Sagasta Ministry may curb their activity by continuing to reject all suggestions of Ameriean intervention, or by deliberately repudiating any demand for reparation if the circumstances seem to point to the wanton destruction of the Maine. While such a course would save the Ministry for the time being and might even turn the Intransigentes into a war party supporting the Government, the ultimate conse quences can be better judged in the United

The situation is too grave for it to be covered up. The out-cropping of public feeling shows that the crisis which is to determine whether there is a vestige of hope of Spain's retaining the semblance of sovereignty in Cuba cannot be much longer delayed. The disaster to the Maine has given a glimpse of interfor conditions. If the theory of accident be established to the satisfaction of the Administration in Washington, and no aggressive action be taken, Captain-General Blanco will nevertheless have been afforded an insight into the purposes of

WEYLER'S COMING WILL MAKE TROUBLE. The reported intention of Weyler to come to Havana and stand for election as Deputy shows lerites in Cuba are in sympathy with the Government. The elections are too far off and too uncertain to make the question of immediate importance unless Weyler presses it to an issue now, and forces the Sagasta Ministry to forbid his coming. Then his partisans in Havana may make a demonstration similar to that by which the army and the volunteers showed their rejection of autonomy when they started the riots

The volunteers still bear their arms. Gibrego's scheme of creating a Radical Autonomist party which would disarm the volunteers, the first step toward conciliating the insurgents, only served to show how impotent the Government is. If the occasion should come for putting that plan to a test, the failure to discipline the army officers who led the January rioting has had the natural result. They have become more insubordinate. In the mean time the insurrection throughout the island shows no signs of weakening; if anything, it is stronger. The suffering of the people from starvation does not lessen and the paralysis of agriculture, through the burning of the cane-fields and the prohibition of grinding, continues. In short, the conditions in Cuba to-day are such that both humanity and civilization call for an immediate sciutor of the crists. ate solution of the crisis.

FOR A MONUMENT TO THE VICTIMS. Washington, Feb. Zi.-Representative Cummings. following resolution:

following resolution:
Resolved, That the sum of \$109,000 be and the same is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of the Navy for the erection of a monument at Fort Lafayette, New-York Harbor, in honor of the officers, sallors and marines of the United States war vessel, the Maine, who lost their lives in the harbor of Havana on the night of Tuesday, February 15, 1898.



Even a brave man shudders at the thought of being torn and rended in the jaws of a ferocious tiger. In every walk of life, from that of the professional man, there are thousands at the mercy of a tiger more relentless than any found in all India. That tiger is the dread disease known as consumption. It slays more men and women yearly than there are rain drops in a summer shower. It steals upon its victim with noiseless tread. Even a brave man consumption. It slays more men and women yearly than there are rain drops in a summer shower. It steals upon its victim with noiseless tread.

There is a sure and certain protection against this deadly disease, and a sure and speedy cure for it, if it is resorted to in time. It is Dr. Pierce's Golden Medical Discovery, This wonderful medicine acts directly on the lungs through the blood, tearing down old, half-dead tissues, building up new and healthy ones, driving out all impurities and disease germs and expanding the lungs and introducing lifegiving oxygen into the circulation. It has wonderful curative powers and allays all inflammation of the mucous membranes of the lungs and bronchial tubes. It makes the appetite keen and hearty, the digestion and assimilation perfect, the liver active, the blood pure and rich with the life-giving elements of the food, and the nerves strong and steady. It is the great blood-maker and fiesh-builder. It has the most marvelous sustaining powers of any known medicine. Thousands who were upon the verge of a premature grave have testified to their recovery through its wonderful virtues. Medicine dealers sell it, and have nothing else "just as good." There is a sure and certain protection against this

When a dealer urges some substitute he's think-ng of the larger profit he'll make-not of your

welfare.

Dr. Pierce's book, "The Common Sense Medical Adviser," is a treasure in any family. It contains roos pages and over 300 illustrations. A copy free to every person who will send to the World's Dispensary Medical Association, Buffalo, N.Y., twenty-one one-cent stamps, to pay cost of mailing only. For cloth binding, send thirty-one stamps.

SENATEORDERS AN INQUIRY

MAINE DISASTER.

REPORTS FROM HAVANA THROW NO FURTHER

ING COMPANIES-CRUISERS TO

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Feb. 21.—The dispatches received to-day from Havana by the State and Navy departments throw practically no further light on the causes of the explosion which wrecked the Maine on the night of February 15. Both Consul-General Lee and Captain Sigsbee reported progress in the work of recovering and disposing of the bodies still imprisoned in the Maine; but, according to one of Captain Sigsbee's messages, delayed in transmission from last night, no investigation had yet been made of that part of the vessel most affected by the explosion. No agreement has yet been reached with the wrecking companies which are to undertake the raising of the Maine, if such an enterprise is practicable, and, although negotiations will be begun afresh to-morrow, further serious delay in the work of salvage is antici-

ACTION OF THE SENATE.

By passing the House resolution of Friday last, appropriating \$200,000 for the use of the Navy Department, the Senate to-day made a sufficient sum of money immediately available to meet the expense of the proposed examination of the wreck and the recovery of the bodies, personal effects, stores and equipment now buried with the wrecked battle-ship. An additional appropriation will doubtless be needed. however, if an attempt is to be made to raise the hull of the Maine.

The Senate also passed this afternoon a reso lution offered by Mr. Allen, of Nebraska, authorizing the Committee on Naval Affairs to inquire into the causes of the disaster to the The resolution differed from that brought forward by the Nebraska Senator last Friday in that it did not call for the appointment of a special committee, and did not require the investigation to be undertaken immediately. No opposition was made, and the instruction to the committee was carried unani-

The State Department to-day decided to take no steps to call Lieutenant Sobral, of the Spanish Navy, to account for reflections cast by him in a newspaper interview on the discipline of the United States naval service, on the ground that his connection with the Spanish Legation here had been terminated in January last. Lieutenant Sobral is also understood to have repudiated the offensive language attributed to him in the published interview

WRECKING COMPANIES AT ODDS.

The wrecking companies and the legal advisers of the Navy Department late this afternoon, after haggling several days over the details of the contract to work on the Maine and garding terms, at the last moment had a serious falling out, ending in a display of bitterness on both sides, with the result of postponing the work another valuable day, and reducing to a minimum the chances of saving a single one of the hundred bodies which Consul-General Lee reports are still in the warped hulk of the bat-This misunderstanding came most unexpectedly after the joint proposition of the two American companies had been submitted in writing and the contract had been made ready for signing.

The agreement which was reached about noon by Chief Constructor Hichborn, Chief of Equipment Bradford and Judge-Advocate-General Lemly, for the Navy, with Vice-President Isaac Chanman of the Merritt-Chapman Derrick and Wrecking Company, of New-York, and Captain Humphreys, of the Boston Towboat Company, as parties of the second part, provided for the prompt beginning of operations on the Maine with about \$800 a day as compensation during the investigation by divers and the rescue of imprisoned bodies of seamen, as well as during the subsequent progress of dismantling the wreck of its heavy weights and movable valuabies. If it should be found to the satisfaction to be destroyed where it lay, the agreed rate of compensation was to continue until the work was finished, but if found practicable to save the vessel and deliver her at the New-York Navy Yard, the Government undertook to pay a salvage bonus of \$100,000 in addition to the per diem compensation.

These terms were considered remarkably fair to both parties, and it was generally approved by naval officers, who thought the proposition was particularly liberal on the part of the contractors, especially in view of the fact that the work was to be undertaken in a foreign harbor under unusually dangerous circumstances on account of the widespread damage to the ship and the ragged nature of the material in which the divers would be forced to work.

When the contract, which was quickly drawn up in the Judge-Advocate-General's office, was presented to Secretary Long and the contractors for signature it was found to call for more divers and apparatus than had been thoroughly agreed to. It is said the objectionable clause was simply inserted with a view of expediting the work within a time limit which had been fully approved by the contractors. The latter, however, insisted that they had cut the figures for the work to the lowest possible business basis, and that the additional plant called for would compel increased compensation as long as its use was required. This development, coming after 4 o'clock at the end of a hard day's effort to reach an understanding, broke down the patience of all concerned, and after a spirited colloquy between Judge-Advocate-General Lemly and the two bidders, which was exceedingly personal in its nature, Secretary Long was reluctantly compelled to postpone until to-morrow any further proceedings. LARGER SALVAGE WANTED.

The Judge-Advocate-General's Department attributes some very ugly things to the contractors, who are charged with having acted as rivals in the bidding so long as there were other competitors in the field, but when they found themselves masters of the situation, and became convinced that the contract was in their own hands, found it to their advantage to pool their

hands, found it to their advantage to pool their issues and squeeze the Government. This is indignantly denied by both the contractors.

Mr. Chapman says that no wrecking company has ever consented to such small compensation considering the magnitude of the undertaking, as in the present instance. He says his company worked on the St. Paul when she went ashore at Long Branch from January 25 to February 4, 1896—just ten days—and for that work, which was simplicity itself compared with the ashore at Long Blatch to the compared with the complex problem of the Maine, Judge Brown awarded \$160,000 salvage. The St. Paul was not so valuable as the Maine, divers were not needed, and she was near by. On the other hand, at the proposed compensation of \$900 a day and \$100,000 bonus for rescue, it would take seventy-five days to earn \$160,000. When the St. Paul was finally hauled off the beach she was safe; but even conceding that the Maine was fit to be raised, it would be either exceedingly hazardous or very expensive to tow her to New-York in, a damaged condition, and, unless they succeeded in doing this, they would be confronted with a serious financial loss. "If the Government wants to save the ship and do it quickly," said Mr. Chapman, "it would be wisdom to offer greater inducements, at least assuming the responsibility for the actual

be wisdom to offer greater inducements, at least assuming the responsibility for the actual expense, whatever it may be. As the contract now is, we have got to take our vessels and much of our plant away from more profitable work to help out the Government and run the chance of getting 4 or 5 per cent of the ship's cost to deliver her a thousand miles away. We got nearly 20 per cent in the case of the St. Paul, and we often get 40 per cent when we are as busy as we are now."

Dr. Lyon's **Tooth Powder**

AN ELEGANT TOILET LUXURY. Used by people of refinement

for over a quarter of a century.

folk, the necessity for speedily making her ready folk, the necessity for speedily making her ready for sea being deemed sufficient to warrant this departure from Navy Yard routine methods. It is proposed to get the Terror ready for a cruise by the end of this week, even if all-night work is necessary. The ship will proceed to Key West for duty as guardship in that port, and it is possible she may be sent across to Havana for a short visit early next month.

CRUISERS TO RENDEZVOUS AT KEY WEST. There will be a large gathering of cruisers at Key West, four of them being released after tomorrow from the Mardi Gras tours at Gulf ports. The Texas and the Nashville are under orders to leave Galveston on Wednesday. On the same day the Marblehead will start down the same day the Marblehead will start down the Mississippi from New-Orleans and the Detroit will get away from Mobile. All of them will go directly to Key West to await further orders. The Montgomery is now overdue at Key West after visits to Cuban, Jamaican and Haytian ports. She will probably go to Hayana as soon as she coals, and the Nashville is expected to join her there as relief after another week.

week.

The midwinter evolutions, which were the primary cause of sending Admiral Sicard's powerful fleet to the Tortugas rendezvous, have been brought to an abrupt termination by the Maine's disaster, and no one supposes they will be resumed after the admiral rejoins the squadron when the court of inquiry at Hayana is ron when the court of inquiry at Havana is terminated. The ships will all remain in South-ern waters, however, for at least another month, the Iowa, the Massachusetts, the Indiana, the New-York and the Texas in the vicinity of Key West, with most of the smaller vessels, while West, with most of the smaller vessels, while the Brooklyn, which is now at St. Thomas, may be diverted from her Venezuelan voyage and return to Hampton Roads.

WEST SIDE REPUBLICANS DINE.

THE MEMORY OF THE MAINE'S SEAMEN TOASTED IN SILENCE-PATRIOTIC SONGS ENTHUSI-

ASTICALLY SUNG.

The dinner of the West Side Republican Club last evening was marked by good fellowship, patri-otism and enthusiasm. It was the first dinner given in the new clubhouse, at No. 477 Boulevard among the guests were Senator John Ford, Judge W. M. K. Olcott, Justice W. W. Goodrich George R. Bidwell, Collector of the Port; E. C. Sprague, Chief of Police McCullagh, and the Rev. S. P. Cadman, of the Metropolitan Temple.
Streamers of red, white and blue, gracefully suspended from shields, surmounted by bronze eagles, decorated the dining-room, and during the dinner the orchestra of the Hotel Majestic played the National airs. At one point the guests arose and sang "The Red, White and Blue" and "Columbia" amid great enthusiasm. At the close cheer upon theer echoed through the clubhouse.

John Proctor Clarke presided in place of C. N. Bovee, jr., who is ill. Mr. Clarke opened his remarks with a tribute to the Republican party. "We have met to-night," he said, "to rekindle the fires of the Republican party in this city, which, after all, mean the fires of patriotism. Thank God we have at the present time a Republican President, and a President who has known the horrors of war, for he will be the disciple of peace!" Mr. Clarke proposed as the first toast of the

Mr. Clarke proposed as the first loast of the evening "The American Navy, Capitain Sigsbee and the Men of the Maine." The toast was drunk standing, amid profound silence. "Our own party," continued Mr. Clarke, "still exists as the hope and promise of the future, as the one party in the troublesome times to come in which all men may stand together against those who would seek to attack the honor and credit of the country."

Justice Goodrich, of the Supreme Court, was the next speaker. He said, in part: "I want a good primary law. I introduced the first primary law. I introduced the first primary law. I fintroduced the first primary law. There is no salvation for the Republican party but the pure primary, and any hear who opposes pure the pure primary, and any hear who opposes pure the pure primary, and any hear who opposes pure the pure distance was due to an accident, but added: "If it should be proved that the disaster resulted from the act of a Spahish or autonomous crank, reparation must be made by the Spanish Government to the last dollar, and we have a President who will see that it is paid."

Other speakers were Senator John Ford, Judge Oleott, the Rev. S. P. Cadman, George R. Bidwell and E. C. Sprague. vening "The American Navy, Captain Sigsbee

MINSTRELSY AND VARIETY.

A large audience at the Grand Opera H night applauded the entertaining efforts of Prim-rose and West's Minstrels. It is profitless now to regret the days when negro minstrels made themselves look like negroes and tried to talk and act and sing more or less like them. That kind of entertainment is apparently passed, and is one with spilled milk. The Primrose and West Company presents a varied entertainment, ranging, indeed, from the comic negro song of the day to "Tannhäuser." There is a reminder of old times when "Billy" Rice is seen as an end man, and he was seen and heard with pleasure. A new patriotic song was introduced and was received with great applause. The company is carefully selected and made up and is a good example of the present stage of evolution of ministrelsy. entertainment is apparently passed, and is one

Miss Beatrice Moreland, who has hitherto appeared as the leading woman of various companies, made her first experiment on the vaudeville stage yesterday at Tony Pastor's Theatre. With the assistance of Herbert Seeae, she presented a one-act plece called "A Matter of Money," which had a cordial reception. There were also on the bill John Kernell, W. T. Carleton, Wormwood's monkey theatre, Lew Bloom and Miss Jane Cooper, in "A Picture from Life"; O. K. Sato, Miss Herberta, Pryme, George E. Austin, Sheffer and Blakeley, Bob Emmett, assisted by Kitty Emmett, Foster and Lewis, Miss Ray Irvine, Homes and Waldon and Tony Pastor. sistance of Herbert Secae, she presented a one-act

At the Pleasure Palace yesterday, Miss Cora Tanner made her vaudeville debut, appearing in the little play, "Drifted Apart," in which she was supported by Louis F. Massen. The blograph aroused enthusiasm by its pictures of the battleship Maine, the 7th Regiment, the American flag and other patriotic subjects. George Fuller Golden gave his Casey monologue, and the bill brought forward George Felix and Lydia Barry, the Sa Vans, McBride and Goodrich, T. Nelson Downs, the Voujeres, Lewis and Elliott, the Morris troupe of trained ponies, and W. H. Windom and his Blackstone Quartet.

Mrs. Minnie Seligman Cutting began yesterday her third week at Proctor's Theatre, Twenty-thirdst., and presented for the first time a one-act ver-"Carmen," adapted by Michael Morton from Prosper Merimee's novel. The vaudeville included Leonidas's cats and dogs, Barney Fagan and Henrietta Byron, A. O. Duncan, ventriloquist Sam and Kitty Morton, in a dancing specialty Frank Cushman, Mazuz and Mazette, Ray L. Royce, character monologist; Irene Franklin, Mary Arniotis, in feats of strength; Swift and Chase, the Kins-Ners, equilibrists; Carrie Fredericks, Hall and Staley, Richards and Maitland, duettists, and Harris and Harlow, vocalists.

The new wax figure of Captain Sigsbee, of the Maine, attracted general attention at the Eden Musée last evening. The many Cuban groups also came in for a large share of attention. To-day the Musée will be decorated with flags and bunting, and there will be special attractions. The orchestra will give concerts afternoon and evening.

A large audience was present at Koster & Bial's Music Hall last evening and enjoyed a long and varied bill. The features of it were Charm varied bill. The features of it were Charmion, Miss Julie Mackey. Delmore and Lee, gymnasis; Silvern and Emerie, the De Kock troup of acrobats, Raffin's troup of gymnastic monkeys, the Kurachias, in their upright pole performance; De Bessel, the six Picchiani Sisters, the Avolos, with a bar act, and Clarisse Agnew. To-day there will be a special matinee at this house, in honor of Washington's Birthday.

bill for the continuous performance at Keith's. The audiences yesterday were entertained by John W. Isabelle Urguhart, Milton and Dollie Ransone, Isabelle Crqunart, Anton and Pointe Nobles, Musical Dale, Juan Calcedo, the equilibrist on the wire; Jessle Couthout, Impersonator; Carpos brothers, acrobats: Banks Winter, tenor; Nelson and Milledge, Fred St. Onge, bleyclist; McMahon and King, in a plantation speciality, and others. The "Animated Song Sheet" remains.

The entertainment at Weber & Fields's Music Hall was practically the same that it has been for as busy as we are now."

Secretary Long issued an order to-day authorking the employment of workmen overtime on
the monitor Terror, now under repairs at Nor-

READY FOR EMERGENCIES. THE SUPPLY OF AMMUNITION IN THE FORTS BEING INCREASED.

ONLY A FEW MEN, HOWEVER, HAVE BEEN SENT TO CARE FOR THE NEW GUNS IN ORDER TO

The condition of the fortifications along the s board was the general theme of discussion at Governor's Island yesterday. The placing of men is charge of the new guns at Fort Hancock, at Sandy Hook and at Willets Point was regarded as significant of a determination to have everything in readiness for any emergency foreseen or unforeseen. The supply of ammunition at the forts along the seacoast is also to be increased, and there will be a larger reserve supply on hand than has heretofore been kept. Especial efforts are being made to keep cranks and all unauthorized visitors out of the harbor fortifications, to prevent any possible tampering with machine guns or ex-plosives. Especial vigilance has been ordered in all the forts, and every measure of precaution which suggests itself is observed.

VIEWS OF GENERAL MERRITT.

General Merritt said to a reporter for The Tribune yesterday: "There is nothing new in the situato-day. The steps we have taken in placing artillerymen in charge of the new guns at Sandy Hook and Willets Point are only such as we would have taken in any event when the guns are in place and are turned over to our care by the Board of Engineers. We have not put as many men in charge of the guns as would be needed in case of war. A detail of eighteen or twenty men can only care for one of the big guns part of the time. If we were to equip the guns for use it would require thirty-six or forty men for each to care for them all the time. Those big guns are as delicate as a and the time. Those big guns are as delicate as a watch, and require to be carefully looked after. If they are neglected they cannot be used when they are wanted. It won't do to oil them up and then let them lie still. They must be traversed every day; that is, run around and polished up, and cleaned and kent beight. There must be men to cleaned and kept bright. There must be men

take full charge of them." "Where have you sent new men?" General Merrit

"Besides Sandy Hook and Willets Point, they have been detailed to Fort Warren, at Boston; Fort Preble, on the Maine coast, and to Portland Head. We need more men to man our present de fences properly. As General Miles said in his last annual report: 'We need two more regiments of artillery, and I hope Congress is going to give them There has been a proposition to dismount the cavalry and make artillerymen of the troopers the cavairy and make artherymen of the troopers, but I hope it will not be done. We need the cav-airy as well as the artillery. If we had two regi-ments more we could equip all the seaboard forts and have trained men in charge of our high-power guns. Such men cannot be secured in a minute. They require careful training. But if we had enough men in the forts we could easily get an army of volunteers to defend them on the land side. Of course, if an enemy could land now and march around the forts they could cut them off, but no one will be able to do that before we have sufficient warning to raise an army for defence.

TO USE ELECTRICITY.

"Another thing in which the men in our forts are being trained and for which we need more men is the use of electricity. We use the electric curfor firing torpedoes. The men have to obtain skill by practice, and their training is essential. I have given considerable attention to this for some time We are acting on the theory that the time of peace is the time to prepare for war. Although we do not see any cause to fear a confilet, the Government does not propose to leave anything undone that should be done in the way of preparation. We intend to have our fortifications in the best possible condition for any emergency which may arise."
"Have you secured additional ammunition for any of the forts?"

"Have you secured additional ammunition for any of the forts?"

"None has yet arrived," replied General Merritt. At the Army Building much interest is taken in the existing situation, but the officers in charge of the fortifications decline to say anything about the condition of the defences of the harbor of New-York, beyond what is contained in the official reports of the War Department. Said one of them yesterday: "The orders of the Department preventing our making public any information in regard to the armament of the seaboard defences have been repeated so often that we feel that we are absolutely enjoined from making public any information. I am not in sympathy with this policy, and I believe that the people would be better sarished if they knew all that was being done, while foreign nations would learn no more than they now know whenever they deem it desirable to get at the facts within the forts, it is impossible to prevent their knowing what they want to know, and the only persons kept in ignorance are our own people.

"Of course there are certain facts that should not be made public, but the old-time custom of escorting visitors about forts was not a bad one. I remember an experience of my own, however, with a reporter for a sensational newspaper. Out of kindness of heart I showed him through Fort Hamilton, and then he published startling headines to the effect that spies were admitted to a Government fort, and Army secrets were given away by a regular officer. It put me in an unpleasant plight, and I do not think my courtesy was properly rewarded."

At the head of the Government Corps of Engineers in the Army Bullding is Colonel Henry M. Robert. The fortifications at Fort Hamilton and Sandy Hook are in charge of Lieutenant-Colonel William Ludlow. Major Henry M. Adams has charge of the defences at Forts Wadsworth and Schuyler and at Willets Point. Colonel George L. Gillespie has especial charge of the defences at the easterly end of the Sound.

The Ordnance Department is in charge of Major Frank H. Phipps, commanding the New-York Arsenal on Governor's Island, while the Proving Ground on Sandy Hook is under the command of Captain Frank Heath. The Board of Scacoast Artillery Fire is composed of Captain Henry L. Harris and First Lieutenants William H. Coffin and Charles F. Parker, all stationed at Governor's Island.

DOINGS AT THE NAVY YARD. Rush orders were received at the Navy Yard yes

terday regarding the work on the Dolphin, and the little vessel will be set affoat in a short time and In answer to a call for about three hundred and

fifty men to take the places of those lost on the Maine and to provide a crew for the Dolphin, a large number of men and boys were inspected board the receiving-ship Vermont yesterday fore noon. Some were rejected on account of visible de fects, and others were set aside for a further examination. There will apparently be no difficulty in filling the vacant places, but no more men will be taken than are required to fill the quota. It is taken than are required to fill the quota. It is likely that the crews of the monitors Puritan and Terror will also be made up at the yard and sent on the vessels when they are ready for sea. Work on the drydock is going ahead regardless of the weather, and, although there will be no "bell ring" at the yard to-day, and the usual National holiday routine will be observed, there will be little time lost on the big job. No emergency orders have been received, but it is understood that it is just as well to have the work completed as quickly as possible.

ASSEMBLY'S SYMPATHY EXPRESSED. Albany, Feb. 21.-In the Assembly to-night Mr. Kelsey offered a resolution voicing the appreciation

and sympathy of the Assembly for the courage and devotion manifested by the officers and crew of the battle-ship Maine at the late disaster in Haana Harbor. As soon as the resolution was read Mr. Donnelly arose and said carnestly that at last there was something on which both parties could agree. Mr. Roche moved that the resolution be unanimously adopted by a rising vote, which was

RAILROAD INTERESTS.

WESTERN MEN IMPATIENT. GREAT ANXIETY TO MEET THE CANADIAN PA CIFIC ON EVEN TERMS. The rate war for which the Canadian Pacific is

responsible has assumed vast proportions. Every line that reaches the Pacific Coast west of Chicago affected. The representatives of the Western railroads, who have been in this city since last Agents of steamship lines that reach Bos ton, New-York, Philadelphia and Baltimore have decided to sever all relations with the Canadian Pacific. Sweeping reductions have been made by the Western lines to meet the cut in rates made by the Canadians. The Western representatives went to Washington last night to hold a conference with the Interstate Commerce Commission, with the view of securing a suspension of the clauses of the Interstate Commerce law that prevents them from meeting the Canadians on equal terms. The Can-adian Pacific is a member of the Joint Traffic Asadian Pacific is a member of the Joint Traffic Association of Eastern Roads, and as that body is still in existence, the Eastern raliroads desire to hold conferences and to pursue dilatory tactics in the premises. This does not please the Western men, who stoutly affirm that a thirty-days' rate war will practically destroy the prosperity of American lines competing with the Canadians, bestdes inflicting financial losses upon every line south of the Canadian boundary.

Northern Pacific Railway officials say they do not consider the Canadian Pacific rate war as likely to have a serious effect on revenues, Passenger business on the Northwestern lines, they say, is never very profitable, nor oces !! form a particularly large part of their revenues. It is expected that the whole Canadian Pacific matter will now be THEODORE B. STARR.

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brought to a head, as the Western roads are of the opinion that this is the time to settle it once for all. The persistent claim of a differential by the Canadian Pacific has long been a source of trouble. The American lines declare that the Can-ndian Pacific is not entitled to any differential. American railway men say that the Canadian Pa-cific Railway is physically a first-class line, with special advantages on immigrant business to the Northwest.

SHUTTING OUT THE CANADIAN PACIFIC NO IMMIGRANT TRAFFIC TO BE ALLOWED TO IT Chicago, Feb. 21.-Western roads have assumed

the aggressive in the war with the Canadian Pacific road. They have thrown that road out of the Western Immigrant Clearing House. The effect of this action will be that the Canadian Pacific will be shut out from any participation in immigrate traffic arriving at New-York or Boston. Acting in harmony with this action of the roads, the transatianatic steamship lines, which are parties to the immigrant agreement with the Western roads have cabled to their agents not to sell tickets or prepare orders for tickets over the Canadian Pacific. These instructions apply to all immigrant business. The Southern Pacific road is also a party to this boycott, so that the Canadian Pacific practically has left itself without friends, and will have to rely on traffic arriving at Portiand, Me, or Canadian ports for its immigrant business.

The Western roads also made application at Washington to the Interstate Commerce Commission for a suspension of the long and short hall clause of the Interstate Commerce act, so far at transcontinental passage rates are concerned. The action was taken in order to save the intermediate rates in their conflict with the Canadian Pacific road over transcontinental business. be shut out from any participation in immigras

SHIPMENTS FROM CHICAGO. INCREASE IN THE AMOUNT OF GRAIN, PLOUB AND PROVISIONS.

Chicago Fub 21.-Through shipments of grain, flour and provisions from Chicago and junction points to the Atlantic seaboard last week amounted to 138,479 tons, against 102,806 tons for the previous week, and 88,807 tons for the corresponding week last year. Of last week's tonnage each of the com-

last year. Of last week's tonnage each of the competing lines took the following percentages: Ballimore and Ohlo, 2.3; Big Four, 16.6; Erie, 8.5; Grad Trunk, II; Lake Shore, 15.5; Michigan Central, II.7; Nickel Plate, 7.4; Panhandle, 7.9; Fort Wayne, III; and Wabash, 6.

The Missouri, Kansas and Texas Company has modified the notice it gave last week concerning a reduction on the rate on provisions from the Missouri River to Mississippi River crossings. The reduction then made was from 18½ to 10 cents per 100 pounds. To-day it was announced that the 10-cent rate would apply on export freight only. In the mean time the Wabash has given notice of its intention to meet the cut. Other roads have not yet decided whether they will do so or not.

DENVER PACIFIC SOLD.

Denver, Feb. 21.-Judge W. D. Cornish, special master, to-day offered for sale the road and ap-purtenances of the Denver Pacific Railway and Telegraph Company under a foreclosure of the first mortgage. The property was bought by Lawrence Greer, on behalf of the Reorganization Committee, for \$2,000,000, there being no other bidders. The property was first offered in three separate

The property was first offered in three separate parcels. For the first parcel, covering the land grants to the company from the Government, Mr. Greer bid \$850,000; for the second parcel, including contracts, notes due, etc., \$300,000, and for the third parcel, including the 105 miles of railroad between Denver and the Union Pacific Junction at Cheyenne, telegraph lines, etc., \$1,000,000.

Judge Cornish announced that the total of the sep. rate bids, \$1,550,000, was \$50,000 for himself and amount required, and then offered the property as a whole. Mr. Greer bid \$2,000,000 for himself and A. W. Krech, representing the reorganization, and the master declared the property sold to them. Charles Blood Smith, of Topeka, was present as the representative of Messrs. Sage and Gould, trustees under the mortgage.

CONTROLLED BY THE NORTHERN PACIFIC The control of the Washington and Columbia River Railway has been purchased by the Northern Pacific Railway. The consideration was \$500,000. The Northern Pacific does not guarantee the bonds, but merely engages to give the road the same traffic percentages as it previously had.

The Washington and Columbia River Railway sys-

tem centres about the city of Walla-Walla, and extends through southeastern Washington and northeastern Oregon, and has about 183 miles of track.
It connects at Pendleton, its southern terminus, with
the Oregon Railroad and Navigation Compan's
lines on the northwest, at several points, with the
Northern Pacific. The Washington and Columba
River Railway was built several years ago by G.
W. Hunt, a railroad contractor, who conducted it
until 1891, when it passed into the hands of a receiver. C. B. Wright, of Philadelphia, acquired most
of the securities, and when the road was sold under
foreclosure, Mr. Wright purchased it and organised
a new company with a capitalization of £300,00.
The road at that time had 167 miles of road, seventeen miles of sidings, seven locomotives and sixyteen can be seven locomotive and sixyteen miles of sidings, seven locomotives and sixyteen miles of sidings, seven locom tends through southeastern Washington and north-

IMMIGRANT COMMISSIONS INCREASED. Chicago, Feb. 21.—The Union Pacific road is reported to have begun paying a commission of on immigrant business to California. The company has been notified by the Western immediate Bureau and the transatlantic steamship companies that, unless the payments cease at once, the Union Pacific will be shut out from any participation in the immigrant traffic. The authorized commission on this business is \$4.50.

SAMUEL SLOAN AGAIN PRESIDENT.

Samuel Sloan was yesterday elected president of the Delaware, Lackawanna and Western Railroad for his thirty-first term. The other officers, all of whom were re-elected, are: Secretary, Frederick F. Chambers; treasurer, Frederick H. Gibbens; man agers, John I. Blair, Eugene Higgins, William W. Astor, William Rockefeller, Henry A. C. Taylor, J. Rogers Maxwell, George F. Baker, James Stillman, Frank Work, Hamilton McK. Twombly, Harris C. Fahnestock, Frederick W. Vanderbilt, M. Taylor Pyne and Roswell G. Rolston.

NEW FOURTH-CLASS POSTMASTERS. Washington, Feb. 21.—Among the fourth-class postmasters appointed to-day were the following: New-York-Augusta, Robert C. Williams; Hurd, William T. Stephenson; Martinsburg, Eugene H. Taylor; Natural Dam, Ambrose J. Laquier; Pleas-antville Station, William T. Balley.

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